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INFORMATION REPORT

COUNTRY Austria (Soviet Zone)

DATE DISTR. 23 Oct 1951

SUBJECT Zwoelfaxing Airfield

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NO. OF ENCLS. 3
(LISTED BELOW) (A), (B) & (C)

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SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION

Section I of this report consists of a description, by numbered points, of attached Enclosures A & B. Section II is a general description of Zwoelfaxing Airfield; points mentioned are sketched in Enclosure A and described in Section I.

Section I

1. The following are descriptions of points which I have sketched from memory Enclosure A.

Point #1 & 2. BUILDING. This was a gray-plastered brick building, 30 x 20 x 7 meters, with a high-pitched, gable-type roof covered with dark red tiles. The interior of the building was partitioned into two equal parts by a brick wall running lengthwise down the center.

- (1) The southwest section was occupied by the fire brigade. Thirty-five to forty men were employed here. There was one fire engine, a red ZIS-5; this engine was not new but was kept in excellent condition. The fire brigade was commanded by a lieutenant. The enlisted personnel belonging to the fire brigade slept in the building. There was one entrance about four meters high and four meters wide on the southwest side of this section of the building.

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- (2) The northeast section of this building was occupied by the main guard house. About 35 men were on duty here with an officer in charge. The guards slept in the building.
- #3. MESS HALL. This was an "L" shaped building with a long wing about 60 m long, 20 m wide and 12-13 m high and a short wing 25-30 m long, 20 m wide and 12-13 m high. It was built of gray-plastered brick and had a red tile roof. It contained two kitchens, one at ~~either~~ end of the northwest - southeast wing. About eight enlisted men, two Austrian women and two to three KP's worked in the kitchens. Three meals were served per day: Breakfast 0700 - 0800; Dinner 1400 - 1500; Supper 1900 - 2000. All personnel ate here.
- #3a. POST EXCHANGE (VOYENTORG). About 10 x 5 meters. A wide variety of personal items was sold here: tobaccos, toilet articles, souvenirs; practically all items were of non-Soviet manufacture. This was the only place on the field where fresh fruit was available.
- #3b. FURNACE ROOM. It was located in the cellar and supplied heat for the entire building. The furnace was fired by Austrian civilians.
- #4. HEADQUARTERS BUILDING AND BARRACKS. A partially destroyed building. The part which was in use was "L" shaped. Its long wing (NE-SW) was 130 x 30 x 30 m; its short wing (NE-SE) was 40 x 25 x 30 m. It was built of brick, plastered gray and had a red tile, gable-type roof. It had three stories. All three floors of the long wing were used as quarters for officers and EM. The first floor of the short wing contained a well-equipped gymnasium, while the second floor of this wing contained headquarters offices. The third floor of the short wing was vacant.
- #4a. FURNACE. It was used for heating the building and was located in a cellar and was fired by Austrian civilians.
- #4b. HEAVILY DAMAGED, UNUSED WING. It was about 40 x 25 x 30 m.
- #4c. HEAVILY DAMAGED, UNUSED WING. It was about 50 x 25 x 30 m.
- #5. HEAVILY DAMAGED, UNUSED BUILDING. A former barracks 50 x 20 x 30 m, constructed of bricks and plastered gray. No roof.
- #6. Same as point 5.
- #7. BARRACKS. 50 x 20 x 30 m, brick, gray-plastered, with a red tile roof. It housed personnel of the 240th ATB (Officers and EM).
- #7a. A SMALL TAILOR SHOP. Only repairs and the sewing on of insignia were done here.
- #8. BARRACKS. Same construction as point 7. On the first floor there was a day room and an infirmary. The second and third floors housed personnel.

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- #9 BARRACKS. Same as points 7 and 8, joined to point 8 by a covered walkway. The first floor contained a mess hall, while the end third floors contained quarters for personnel.
- #10. AA ARTILLERY BATTALION WEAPONS STORAGE PARK. About 150 x 70 m. There were about 20 AA guns parked here, 12-13 85 mm and 7-8 37 mm guns standing in the open, covered with tarpaulin. For further details, [redacted].
- #11. CONCRETE SWIMMING POOL. About 35 x 25 m, 4 m deep.
- #12. REGIMENTAL COMMAND POST, (Kommandnyi punkt polka). A partially destroyed brick building about 30 x 15 x 10, covered with gray plaster. It had a gable-type roof covered with red tiles.
- #12a. METEOROLOGICAL TOWER. It was about five meters high. I never entered this tower, but I saw a wind direction indicator and an anemometer on its top.
- #12b. PARACHUTE TRAINING SECTION (parashutnyi klass). This was a room about 8 x 8 m containing 40 parachutes. Two to three men from the Aviation Technical Battalion worked here giving instructions in the handling and use of parachutes to flying personnel.
- #12c. METEOROLOGICAL STATION. I never entered this section, but I know that one officer and two or three EM worked here.
- #13. CLUB. A white-plastered, brick building with a gable-type, wooden roof covered with tar paper. It contained six or seven rooms and was used by all personnel, officers and EM. It contained books, files of magazines and newspapers, billiard tables, chess sets, etc. The club manager was a senior lieutenant who was assisted by two or three EM. The club was open from 1900-2300 hrs on weekdays. On holidays it was open from 0900 to 2400.
- #14. DESTROYED HANGAR. It had the same dimensions as point 15 below.
- #15. HANGAR. 90 x 35 x 25 m with gray-plastered brick walls. It had a very low-pitched, gable-type roof covered with tar paper and no windows. There were sliding doors the length of the building on the side (SW) facing the runway, point 30. It housed five PO-2 aircraft. There was one mechanic employed here for each aircraft. The personnel working here functioned merely as guards at the time I was stationed on this field. I never heard of their performing any maintenance on the aircraft.
- #16. DESTROYED HANGAR. It had the same dimensions as point 15.
- #17. HANGAR. 120 x 40 x 30-35 m. This was a gray-plastered building made of brick with a low-pitched, gable-type roof covered with tar paper. Aircraft maintenance and repairs were performed here. The number of personnel working here varied from 20 - 100, depending upon the work load.

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- #17a. PARM 1. (Podvizhnaya Aviatsionno-Remontnaya Masterskaya). This was a northwest annex to the hangar, point 17. It was about 20 x 20 x 8 m, red brick, plastered gray. It was partitioned into two rooms by a brick wall running down the center (NW-SE). Each room had a door on the northwest side. There was no connecting door between the two rooms. The southwest room contained three or four turning lathes and hand tools such as wrenches, clamps, small jigs, etc. The northeast room contained workbenches and various tools such as vises, hammers, wrenches, etc. Such minor repairs as small riveting jobs were performed here. If repairs involved large parts of aircraft or involved the painting of aircraft, personnel from PARM 1 went out to the flight line to perform them. Any major repairs on aircraft were performed at PARM 11 in Wiener-Neustadt (4749N - 1616E). Five to six sergeants worked in this section. The officer in charge at the time I was on the field was a Captain Kozlikin.
- #18. INDOOR FIRING RANGE. It was about 100 x 20 x 12-15 m, built of brick, gray-plastered, with a very low-pitched, gable-type roof covered with tar paper. It had no windows. The only entrance was at the western end. There were small arms targets at the eastern end. All flying personnel fired practically every day when they were not flying. Other personnel fired 10-15 times in a year. Personnel fired revolvers, automatic pistols, rifles, submachine guns and machine guns on this range. Squadron officers acted as range officers when personnel of their organizations were on the firing line. There were no regular range personnel.
- #19. WEAPONS ROOM OF THE 4TH Squadron. This room, with the room, point 20, occupied red brick building 40 x 20 x 12 m. The building had a low-pitched, gable-type roof covered with tar paper. This room contained small arms and machine guns, but no ammunition. Two sergeants worked there caring for the weapons.
- #20. TOOL STORAGE ROOM. This room, constituting half of the building described under point 19, contained various instruments such as hoists and repair jigs. One sergeant worked here caring for the equipment.
- #21. FUEL DUMP. It covered an area about 150 x 150 m. Aviation gasoline was stored in half-buried cylindrical tanks, painted bright yellow. These tanks were of three sizes: One size held 18 tons of fuel, another 10 and another five. In addition, oil and hydraulic fluid were stored in drums sitting on the ground, while kerosene was stored in barrels. One officer, usually a lieutenant, was employed here; he was assisted by one sergeant and one private. All aviation fuels and lubricants used on the airfield were stored here. In order to obtain supplies of fuels and lubricants from this dump it was only necessary for the mechanic responsible for an individual aircraft to telephone the dump. The dump was surrounded by a barbed wire fence 1-1.20 meters high. There was a gate about four meters wide on the northwest side of the dump. It was guarded by one sentry during the day. At night the sentry patrolled along the fence. This dump was supplied by the Army Dump at Wiener-Neustadt.

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- #21a. **WOODEN CONTROL SHACK.** It was 10 x 5 x 4-5 m and had a gable-type roof covered with tar paper. The OIC's desk and a telephone were located here.
- #22. **BUILDING COMPLEX.** This building was divided into several sections. It was built in two long wings, each about 150 m long, and one shorter wing connecting the two longer ones. The shorter connecting wing was 75 - 100 m long. The wings were all about 20 m wide, 12 m high, one story. The complex was constructed of red brick, plastered white, and had a gable-type roof covered with tar paper.
- #22a. **MOTOR POOL.** This section housed a garage for about 20 passenger cars of various Soviet and German makes. It also contained various unidentified servicing facilities. Twenty to twenty-five men worked here; these included the drivers, all of whom were expected to maintain and repair the automobiles assigned to them.
- #22b. **AUTOMOBILE REPAIR SHOP.** This was an "L" shaped section of the building complex. The longer section (northeast) was 30 m long, the shorter 20-25 m. This shop repaired all vehicles on the airfield. Three to four men were employed here full time. Individual drivers also performed necessary repairs on their vehicles.
- #22c. **FUELS AND LUBRICANTS STORAGE POINT.** This section was 50-60 m long. All fuels and lubricants used by airfield vehicles were stored here. This point received supplies from the Army POL at Wiener-Neustadt. One man worked here full time.
- #22d. **OXYGEN STORAGE STATION.** This section was about 40 m long. No one worked here and there was no oxygen stored here, since there was no high-altitude flying at this time.
- #22e. **AIR COMPRESSOR STATION.** This section was about 40 m long. There were two compressors in the section and about 60 compressed air cylinders stored here. Two to three men were employed here. The compressed air forced into the cylinders was used for the pneumatic starters on the aircraft.
- #22f. **BATTERY CHARGING STATION.** This section was about 70 m long. Here all aircraft and automobile batteries were charged by means of special electrical equipment. Four to five men were employed here.
- #23. **FUEL STORAGE BUILDING.** This building was about 100 x 20 x 12 m. It was built of red brick and had a wooden, gable-type roof covered with tar paper. The building contained supplies of coal and peat. One man was employed here.
- #24. **STORAGE BUILDING FOR TECHNICAL EQUIPMENT.** This building, together with those mentioned under points 25 and 26 below, constituted the storage point for spare engines and spare parts for aircraft. The building was 50 x 15 x 12 m, built of brick, plastered gray, with a gable-type, red tile roof. One M/Sgt (starshina) and one Sr Sgt worked here, dividing their time between this building and the buildings mentioned under points 25 and 26 below.

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#25. STORAGE BUILDING. About 50 x 30 x 15 m, red brick, plastered gray, gable-type roof covered with red tile.

#26. STORAGE BUILDING. About 25 x 15 x 10 m, red brick, plastered gray, gable-type, red tile roof.

(Note: The area including the three buildings above was surrounded by a barbed wire fence about 1.20 m high. The whole area was about 150 m long and about 50 m wide. There was an entrance about four meters wide at the southwest corner of the area.)

#27. ORDNANCE DEPOT. It was located at the extreme southern edge of the field. It contained three red brick buildings, each 40 x 20 x 12 m, with gable-type roofs covered with red tiles. Bombs, shells and small-caliber ammunition were stored here. The depot was surrounded by a barbed wire fence about 1.5 m high. There was an entrance about three meters wide on the northwest side. It was guarded by one sentry armed with a submachine gun. About four NCO's worked here.

#28. GUARDHOUSE. This building housed Guard #2 (Karaul No 2). It was a wooden building about 10 x 5 x 4 m, with a gable-type wooden roof covered with tar paper. There were always seven men standing by here, commanded by a sergeant.

#29. HIGHWAY 30-10-10. This was a good, concrete-surfaced road 10-10 m wide. I saw no drainage ditches along its sides. I observed automobile, bus and heavy truck traffic on the road and I believe it was capable of carrying any kind of vehicle. The road was bordered by single-story dwelling houses in the area of the airfield.

#30. RUNWAY. It was about 1000 m long and 600-700 m wide, grass-surfaced. The entire airfield is grass-covered but the runway could be distinguished by the flattened condition of the grass and the wheel marks. In addition, there were small red flags placed at intervals of about 100 m. There were no provisions for draining the runway. Extension of the runway would be impracticable since the terrain to the southeast was broken, while to the northwest there were many dwelling houses.

#31. TWO MOBILE RADAR UNITS. (Radio Lokatori) [redacted] 7. These units stood here only three to four months out of the year. I believe they circulated throughout the division during the year. Their arrival [redacted] did not coincide with maneuvers or any other special exercises. These units were mounted on ZIS-5 trucks and were operated by seven to eight men. I believe they were used for training purposes only.

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- #32. **AIRFIELD RADIO BEACON.** (Privodnaya radiostantsiya). It was located about 150 m north of the hangar, point #15. I observed this unit several times, but only from a distance of 200-300 m. I believe it consists of a ZIS-5 truck with two antennas behind it resembling cones. These cones were formed by wires extending to the ground in a circular pattern from the top of a metal upright about 10 m high. The circumference of the bases of these cones was about 10 m. I was unable to estimate the number of the wires. I believe that there was a single cable or wire connecting the tops of the two uprights and an additional wire connecting the antennas to the top of the truck. Enclosure C is source's memory sketch of the radio beacon.
- #33. **ATHLETIC FIELD.** A grass-covered field 120 x 100 m, used by all personnel of the airfield for soccer, volley ball, track events, etc.
- #34. **ROAD.** It ran southwest - northeast, through the airfield, past the main gate (Point 2) and turning north, joined the main road, point #29. This airfield road had a concrete surface in excellent condition and was about 12 m wide.
- #35. **AIRCRAFT PARKING AREA.** 700 m long and 40-50 m wide, grass covered. Each squadron was allotted about 130 m of the parking strip. The Command Flight (Zveno Upravleniya) was allotted a strip about 50 m long.
- #35a. **PARKING AREA 1ST AVIATION SQUADRON.** Eleven PE-2 aircraft were parked here. Six to the rear and five to the front, facing the runway.
- #35b. **PARKING AREA 2ND AVIATION SQUADRON.** Eleven PE-2 aircraft were parked here. Six to the rear and five to the front facing the runway.
- #35c. **PARKING AREA 3RD AVIATION SQUADRON.** Eleven PE-2 aircraft were parked here. Six to the rear and five to the front facing the runway.
- #35d. **PARKING AREA 4TH AVIATION SQUADRON.** Eleven PE-2 aircraft were parked here. Six to the rear and five to the front facing the runway.
- #35e. **PARKING AREA OF THE COMMAND FLIGHT (Zveno Upravleniya).** Two PO-2 aircraft were parked here.
- #36. **DEFENSE TRENCH.** This and the following points, 36a, b, c, d, e, f, g, h, i, and j, constituted a system of semicircular trenches following the perimeter of the airfield. I cannot estimate the lengths of the various trenches, but each was about 1.70 m deep and 70-100 cm wide. They were spaced at irregular intervals. There were earthworks about 30 cm high in front of each trench and each trench was equipped with a field telephone.

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- #36a. DEFENSE TRENCH.
- #36b. DEFENSE TRENCH.
- #36c. DEFENSE TRENCH.
- #36d. DEFENSE TRENCH.
- #36e. DEFENSE TRENCH.
- #36f. DEFENSE TRENCH.
- #36g. DEFENSE TRENCH.
- #36h. DEFENSE TRENCH. The manning of this trench was the responsibility of the 3rd Aviation Squadron.
- #36i. DEFENSE TRENCH. The manning of this trench was the responsibility of the 2nd Aviation Squadron.
- #36j. DEFENSE TRENCH. The manning of this trench was the responsibility of the 2nd Aviation Squadron.
- #37. VILLAGE OF ZWOELFAXING.

2. I have pinpointed the following sites on the attached overlay
Enclosure B.

- Point #1. City of Vienna
- #2. Danube River
- #3. Railroad line from Vienna to Wiener-Neustadt
- #4. Town of Himberg
- #5. Highway from Himberg to Vienna
- #6. Village of Zwoelfaxing
- #7. Airfield

3. Section II
(the 748th Guards Bomber) occupied Zwoelfaxing Airfield on 11 Nov 48. I do not know when this field was built but I do know it was built before World War II. It was used as a German bomber base during the war and several partially destroyed German bombers can be still seen on the base. The terrain to the north and east of the field is hilly and broken; to the west it is level and built up with small dwellings. There is one main road providing access to the field (point 34). This road joins the road from Vienna to Himberg about 300 m north of the field. There are no railroad connections at the field or in the adjoining town of Zwoelfaxing; the closest station is in Himberg, about four kilometers southwest of the field. There is a bus line operating on the road from Vienna to Himberg, with buses running every hour. Soviet personnel frequently used these buses

4. There were no aircraft dispersal points at the field. I heard that there was a plan for dispersing aircraft in the event of an emergency but do not believe that there were special points to which they were to be taken. They were merely to be "spread out over the field".

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5. In addition to a radio beacon (point 32), there was a mobile radio transmitter and receiver which operated on the runway in controlling take-offs and landings. This unit consisted of a ZIS-5 truck with a long whip-type antenna and was operated by two men. It operated only when flying was in progress. At all other times it was kept in the garage (point 22). The field got its electricity (220 volts) from the town of Schwechat (4880N-1628E), five kilometers to the northeast; there was no emergency power unit on the field. There were two mobile searchlights mounted on ZIS-5 trucks kept in the garage. These were used only about once a month when the five to six PO-2 aircraft flew at night. Signal flares were used, green indicating permission to land, red indicating landing not allowed, and very dark-reddish-brown signaling the beginning and end of flying activity.
6. The field was adequately equipped to do minor repairs and engine changes but had to send all major repairs, structural damage and so forth to Parm 11 (Podvizhnaya Aviatsionno-Remontnaya Masterskaya) in Wiener-Neustadt. This also applied to instruments and radios. For the most part, Soviet-made tools were used at the field, but there were also still several old American tools in use.
7. Zwoelfaxing Airfield had a widespread water pipeline system but I do not know the exact origin of the water; I believe it comes from the Danube River. Food was supplied from the Division depot at Aspern (4812N-1622E) and from the Army depot at Liesing. Food included: meats, bread, cereals, and fresh vegetables. Fresh fruits were never served; if desired they had to be purchased in the PX (Voyentorg). Personal items were drawn from the Army depot in Liesing. Small arms and ammunition were drawn from the Division depot in Aspern. (Fuel sources are described under points 21 and 22c).
8. The defense trenches at the field (points under 36) were manned about once a month during practice alerts. The signal for an alert was a continuous siren blast accompanied by a tocsin. At the sound of the alert, personnel donned complete uniforms and went into the halls of their barracks where each man took his regularly assigned weapon out of a rack. Technical personnel went immediately to their aircraft to stand by for take-off. The average alert lasted 2-2½ hours; the end was announced by a ringing of the tocsin and by telephone.
9. Zwoelfaxing Airfield was partially surrounded by barbed wire and wooden fences and a brick wall. Security depended largely upon sentries posted throughout the area. There was a barbed wire fence about 170-180 m high with strands about 20 cm apart running from the building (point 12) northwest for about 200 m. The fence turned northeast here and ran parallel to the road (point 29) for about 400 m. Then the barbed wire gave way to a brick wall 2½-3 m high, topped with broken glass set into a layer of mortar. This wall continued northeast for about 400 m and turned southeast, running in that direction as far as the road (point 34). It continued for about 700 m on the other side of the road, but there were many breaches. At the end of the 700 m, the fence became barbed wire again and continued southeast for about 700 m, when it curved southwest and joined the fence surrounding the fuel dump (point 21). There was an additional barbed wire fence surrounding the area occupied by the buildings (points 24-26) and another around the ordnance depot (point 27).

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10. The weather at Zwölfaxing was extremely wet in spring and autumn, with rain practically every day in autumn. Flying in autumn came to a virtual standstill. There was much haze in summer and extremely heavy fog in winter, with very high winds in February and March. These winds reached gale proportions; in March 1949, for example, there were hurricane-like winds lasting for two days. There was much damage to buildings and aircraft and no flying for a full month following the storm. Prevailing winds in the area were from the northwest, with occasional changes to the southeast. The lowest temperatures in winter were about 21°C ; summer temperatures reached highs of about 50°C . The average winter temperature was between 12° and -15°C , with an average summer heat of about 30°C .

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Enclosures:

- (A) Source's Original Memory Sketch of Zwölfaxing Airfield
- (B) Overlay of G.S.G.S. 4416
- (C) Sketch of Radio Beacon, Zwölfaxing Airfield

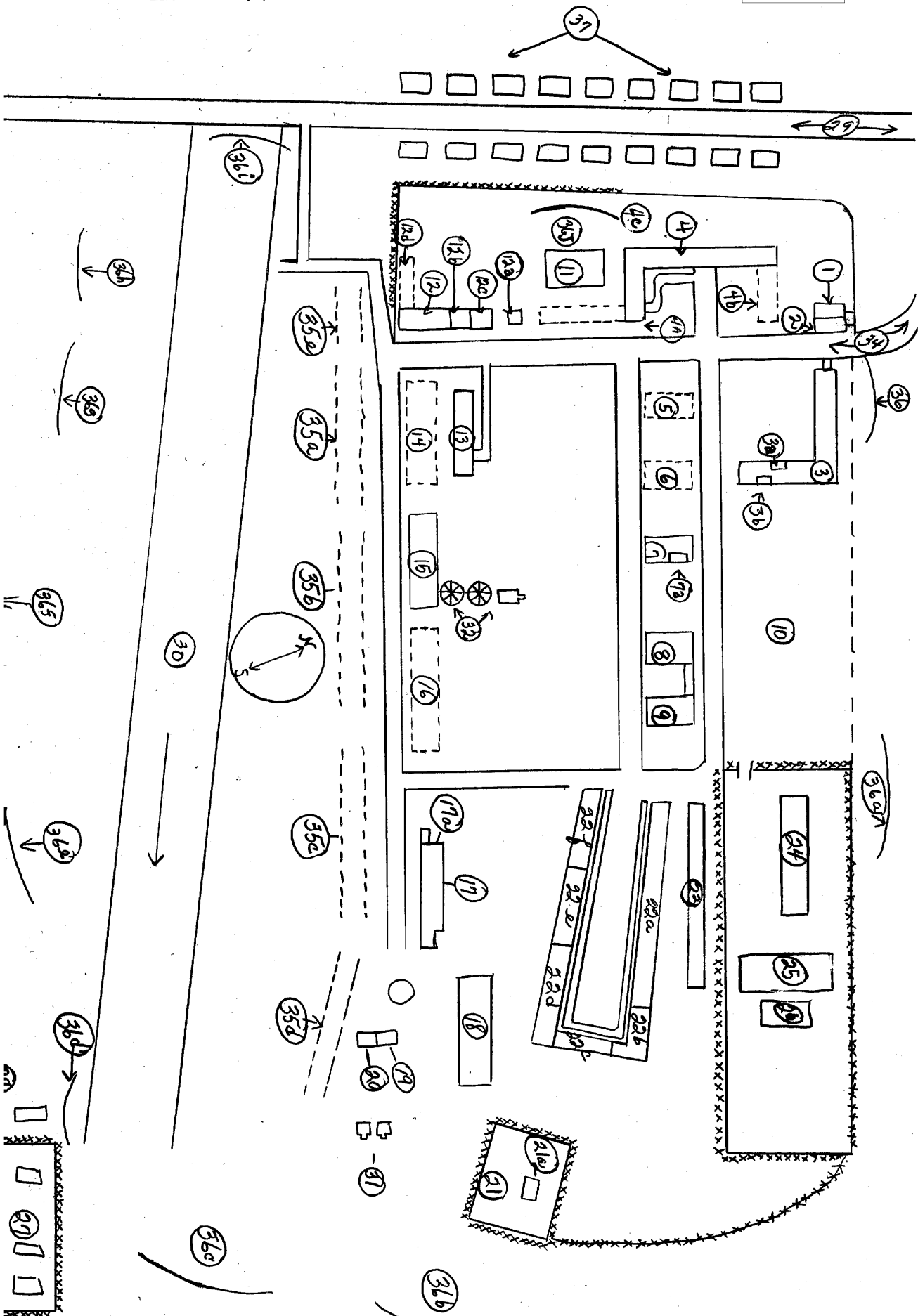
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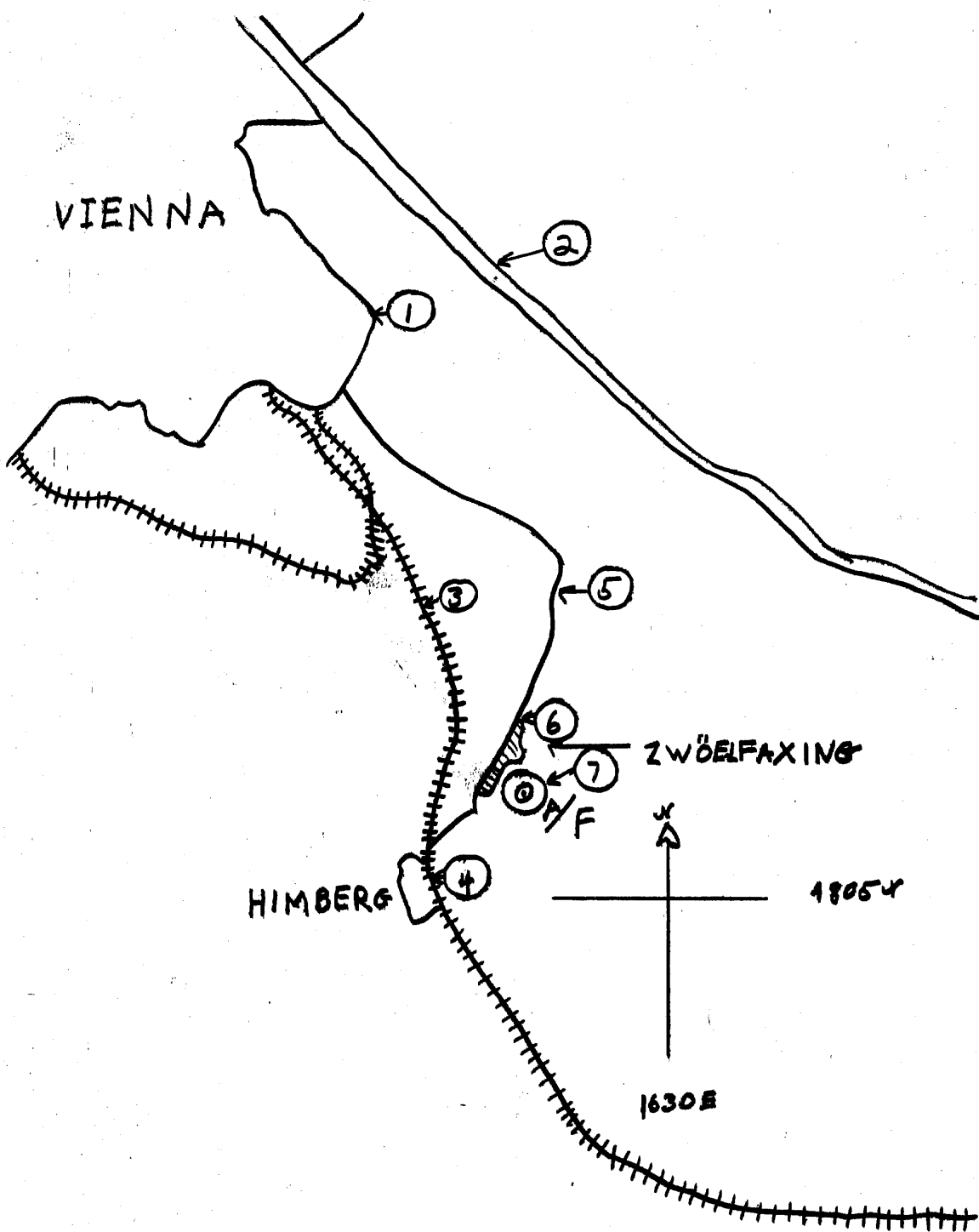
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Enclosure (B)



An overlay of G.S.G.S. 4416, 12/44 Sheet X-11
Wien Location of Zwölfaxing Airfield

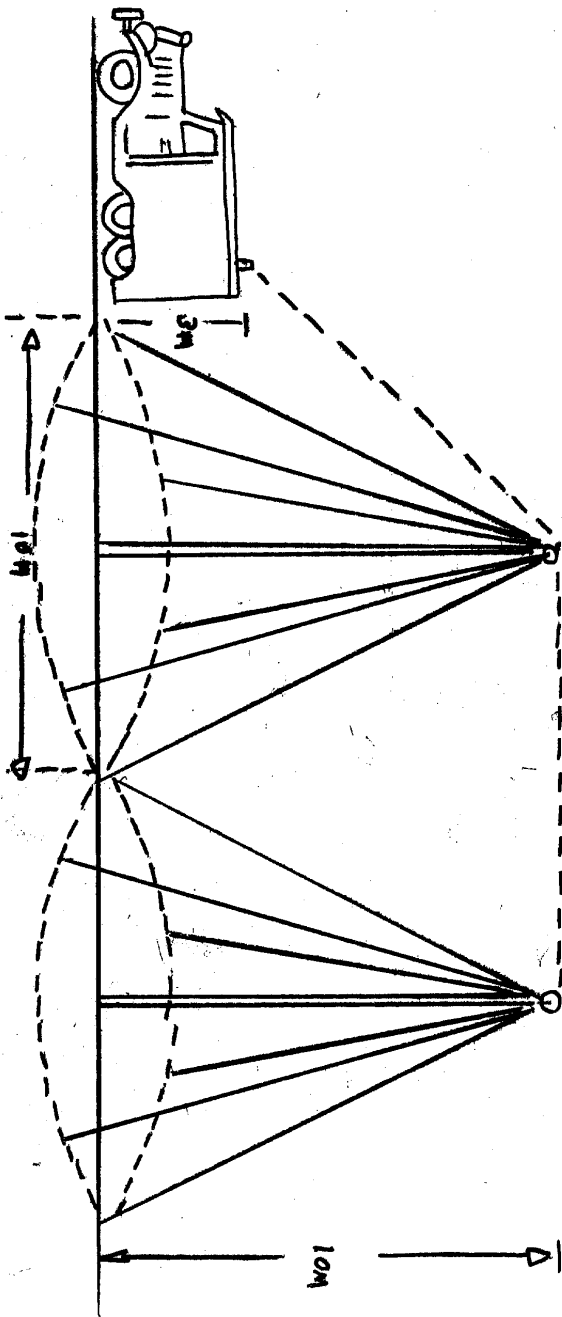
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Enclosure (C)



Sketch of Radio Beacon, Zwoelfaxing Airfield

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